Canadians are over three times more likely to prefer that the Federal Government intervene in the case of a port or railway labour dispute rather than allow a possible disruption.

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The research gauged the opinions among Canadians on supply chain disruptions and labour disputes and the government's role in ensuring supply chain reliability during labour disputes.

Nanos conducted an RDD dual frame (land- and cell-lines) hybrid telephone and online random survey of 1,010 Canadians, 18 years of age or older, between November 4th and 6th, 2024 as part of an omnibus survey. The margin of error for this survey is $\pm$3.1 percentage points, 19 times out of 20.

The research was commissioned by the National Maritime Group and was conducted by Nanos Research.

Summary

KEY FINDINGS

1

CANADIANS ARE OVER THREE TIMES MORE LIKELY TO SAY IT IS MORE IMPORTANT THAT THE FEDERAL GOVERNMENT INTERVENES TO ENSURE CANADA'S TRANSPORTATION SUPPLY CHAIN IS RELIABLE THAN A LABOUR STRIKE OR LOCKOUT BE ALLOWED

Most Canadians say it is more important that the Federal Government intervene to protect the public interest to ensure that Canada's transportation supply chain of food and materials is reliable by ending shutdowns by possibly ordering arbitrations (71%), while one in five (22%) say it is more important that labour strikes or lock-outs as part of labour negotiations be allowed to possibly disrupt the movement of food and materials.

2

MAJORITY ARE CONCERNED ABOUT SUPPLY CHAIN DISRUPTIONS CAUSED BY LABOUR DISPUTES IMPACTING THE AFFORDABILITY AND AVAILABILITY OF GOODS

Asked to rate their concern on a scale of zero to 10, six in ten Canadians say they are concerned (scores of seven to 10 out of 10) about the impact of a supply chain disruption caused by a labour dispute impacting the affordability and availability of goods (59% each, means of 6.7 and 6.6 out of ten, respectively). Just over one in two say they are concerned about Canada's international reputation as a stable and reliable trading partner (52%, mean of 6.2 out of ten).
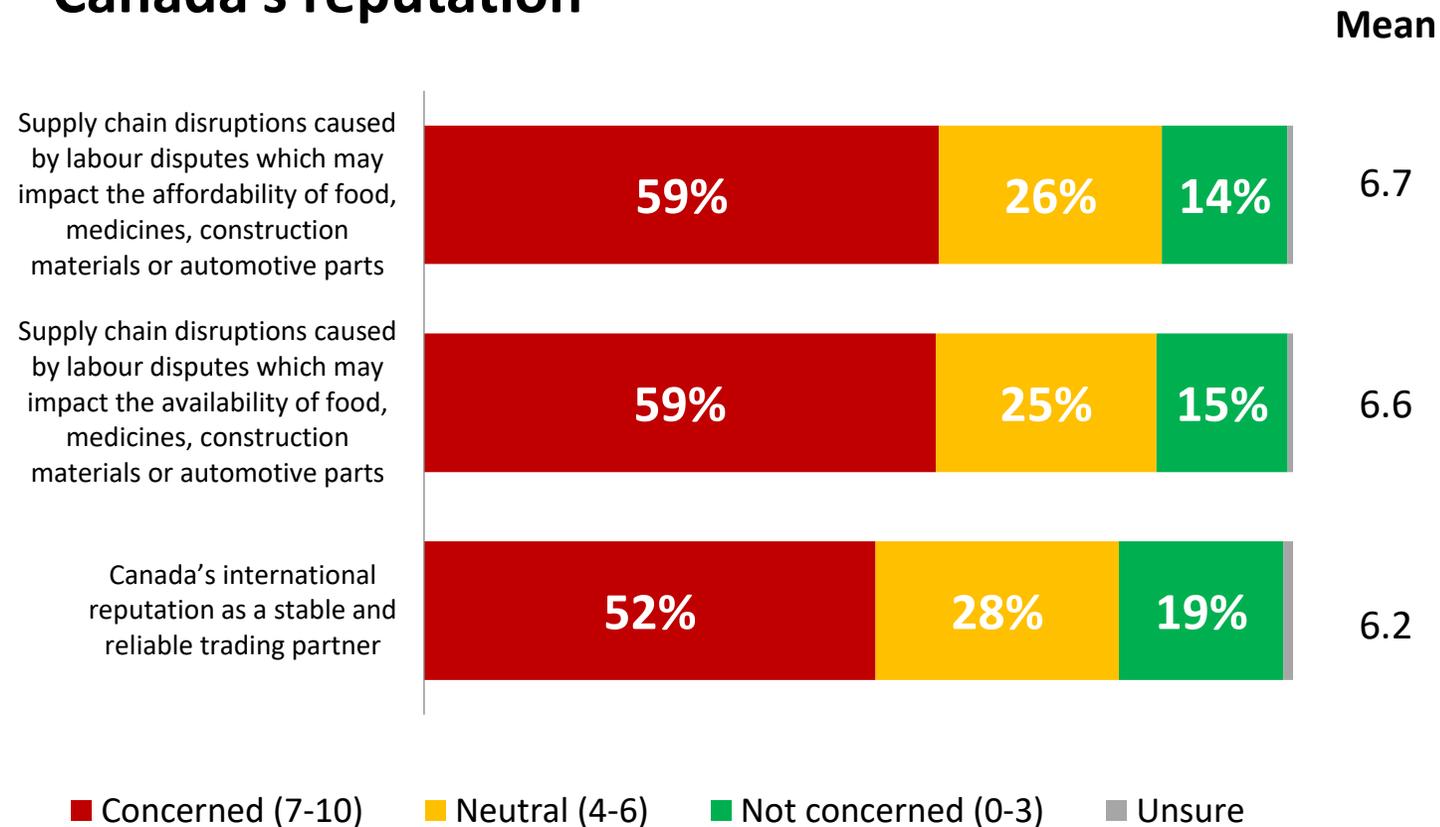
3

CANADIANS MUCH MORE LIKELY TO SAY THE GOVERNMENT IS DOING TOO LITTLE RATHER THAN TOO MUCH AT ENSURING LABOUR STABILITY AND RELIABILITY OF CANADA'S SUPPLY CHAIN

Canadians are over 11 times more likely to say that the federal government is doing too little when it comes to ensuring labour stability and reliability of Canada's critical supply chain, including ports and railways (45%), as opposed to too much (four per cent). One in three say it is doing the right amount of work (32%), while close to one in five are unsure (19%).

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Concern about the effect of supply chain disruptions and labour disputes on goods and Canada's reputation

A majority of Canadians say they are concerned about supply chain disruptions affecting affordability and availability of food and Canada's international reputation as a stable and reliable trading partner.

Mean

Category	Concerned (7-10)	Neutral (4-6)	Not concerned (0-3)	Mean
Supply chain disruptions caused by labour disputes which may impact the affordability of food, medicines, construction materials or automotive parts	59%	26%	14%	6.7
Supply chain disruptions caused by labour disputes which may impact the availability of food, medicines, construction materials or automotive parts	59%	25%	15%	6.6
Canada's international reputation as a stable and reliable trading partner	52%	28%	19%	6.2

■ Concerned (7-10)   ■ Neutral (4-6)   ■ Not concerned (0-3)   ■ Unsure

*Weighted to the true population proportion.
*Charts may not add up to 100 due to rounding.

Q – On a scale from 0 to 10 where 0 is not at all concerned and 10 is extremely concerned, how concerned are you about the following: [RANDOMIZE]
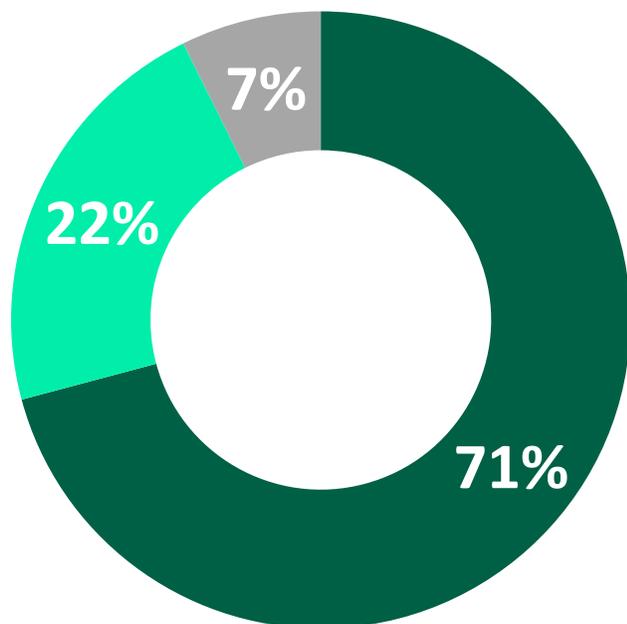
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Concern about the effect of supply chain disruptions and labour disputes on goods and Canada's reputation – by demographics

Q – On a scale from 0 to 10 where 0 is not at all concerned and 10 is extremely concerned, how concerned are you about the following: [RANDOMIZE]

Mean (0-10)	2024-10 (n=1010)	Atlantic (n=106)	Quebec (n=174)	Ontario (n=356)	Prairies (n=216)	BC (n=158)	Men (n=522)	Women (n=488)	18-34 (n=197)	35-54 (n=365)	55 plus (n=448)
Supply chain disruptions caused by labour disputes which may impact the affordability of food, medicines, construction materials or automotive parts	6.7	7.0	6.7	6.7	6.6	6.6	6.4	7.0	6.1	6.7	7.0
Supply chain disruptions caused by labour disputes which may impact the availability of food, medicines, construction materials or automotive parts	6.6	6.8	6.6	6.7	6.6	6.6	6.3	7.0	5.9	6.7	7.1
Canada's international reputation as a stable and reliable trading partner	6.2	6.1	5.8	6.3	6.5	6.0	6.1	6.3	5.9	6.1	6.4

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Preference for government intervention in labour disputes at ports or with railways

71% — That the Federal Government intervene to protect the public interest to ensure that Canada's transportation supply chain of food and materials is reliable by ending shutdowns by possibly ordering arbitrations

22% — That labour strikes or lock-outs as part of labour negotiations be allowed to possibly disrupt the movement of food and materials

7% — Unsure

■ That the Federal Government intervene to protect the public interest to ensure that Canada's transportation supply chain of food and materials is reliable by ending shutdowns by possibly ordering arbitrations

■ That labour strikes or lock-outs as part of labour negotiations be allowed to possibly disrupt the movement of food and materials

■ Unsure

*Weighted to the true population proportion.
*Charts may not add up to 100 due to rounding.

7 in 10 Canadians

say it is more important, in the case of a labour dispute, that the Federal Government should intervene to protect the public interest to ensure that Canada's transportation supply chain of food and materials is reliable by ending shutdowns by possibly ordering arbitrations.

Older Canadians aged 55 plus are more likely to say it is more important that the government intervenes in the case of a labour dispute (80%) than younger Canadians aged 18 to 34 (59%).

Q – What is more important in the case of a labour dispute at a port or with a railway where negotiations and meaningful collective bargaining have failed? [ROTATE]

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Preference for government intervention in labour disputes at ports or with railways – by demographics

Q – What is more important in the case of a labour dispute at a port or with a railway where negotiations and meaningful collective bargaining have failed? [ROTATE]

That the Federal Government intervene to protect the public interest to ensure that Canada's transportation supply chain of food and materials is reliable by ending shutdowns by possibly ordering binding arbitration
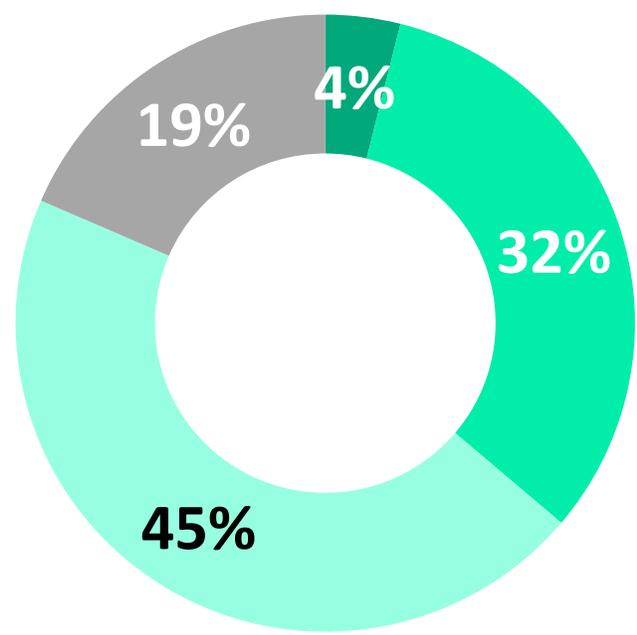
Atlantic (n=106)	Quebec (n=174)	Ontario (n=356)	Prairies (n=216)	BC (n=158)
63.9%	**78.4%**	**71.3%**	**68.2%**	**63.5%**
Men (n=522)	Women (n=488)	18 to 34 (n=197)	35 to 54 (n=365)	55 plus (n=448)
73.6%	**68.1%**	**59.0%**	**69.1%**	**79.9%**

That labour strikes or lock-outs as part of labour negotiations be allowed to possibly disrupt the movement of food and materials

Atlantic (n=106)	Quebec (n=174)	Ontario (n=356)	Prairies (n=216)	BC (n=158)
22.5%	**17.7%**	**21.9%**	**22.2%**	**27.7%**
Men (n=522)	Women (n=488)	18 to 34 (n=197)	35 to 54 (n=365)	55 plus (n=448)
21.5%	**22.2%**	**33.1%**	**23.1%**	**13.5%**

Government's performance ensuring labour stability and supply chain reliability

4%

32%

19%

45%

- ■ Too much
- ■ About the right amount
- ■ Too little
- ■ Unsure

Too little	Atlantic (n=106)	Quebec (n=174)	Ontario (n=356)	Prairies (n=216)	BC (n=158)
	47.5%	42.8%	46.9%	46.2%	42.8%
	Men (n=522)	Women (n=488)	18 to 34 (n=197)	35 to 54 (n=365)	55 plus (n=448)
	47.4%	43.3%	45.9%	44.4%	45.6%

About the right amount	Atlantic (n=106)	Quebec (n=174)	Ontario (n=356)	Prairies (n=216)	BC (n=158)
	28.1%	38.1%	32.1%	26.7%	32.3%
	Men (n=522)	Women (n=488)	18 to 34 (n=197)	35 to 54 (n=365)	55 plus (n=448)
	36.2%	28.6%	27.7%	32.2%	35.3%

*Weighted to the true population proportion.
*Charts may not add up to 100 due to rounding.

Q – Do you think the federal government is doing too much, too little or about the right amount of work to ensure labour stability and reliability of Canada's critical supply chain, including ports and railways?

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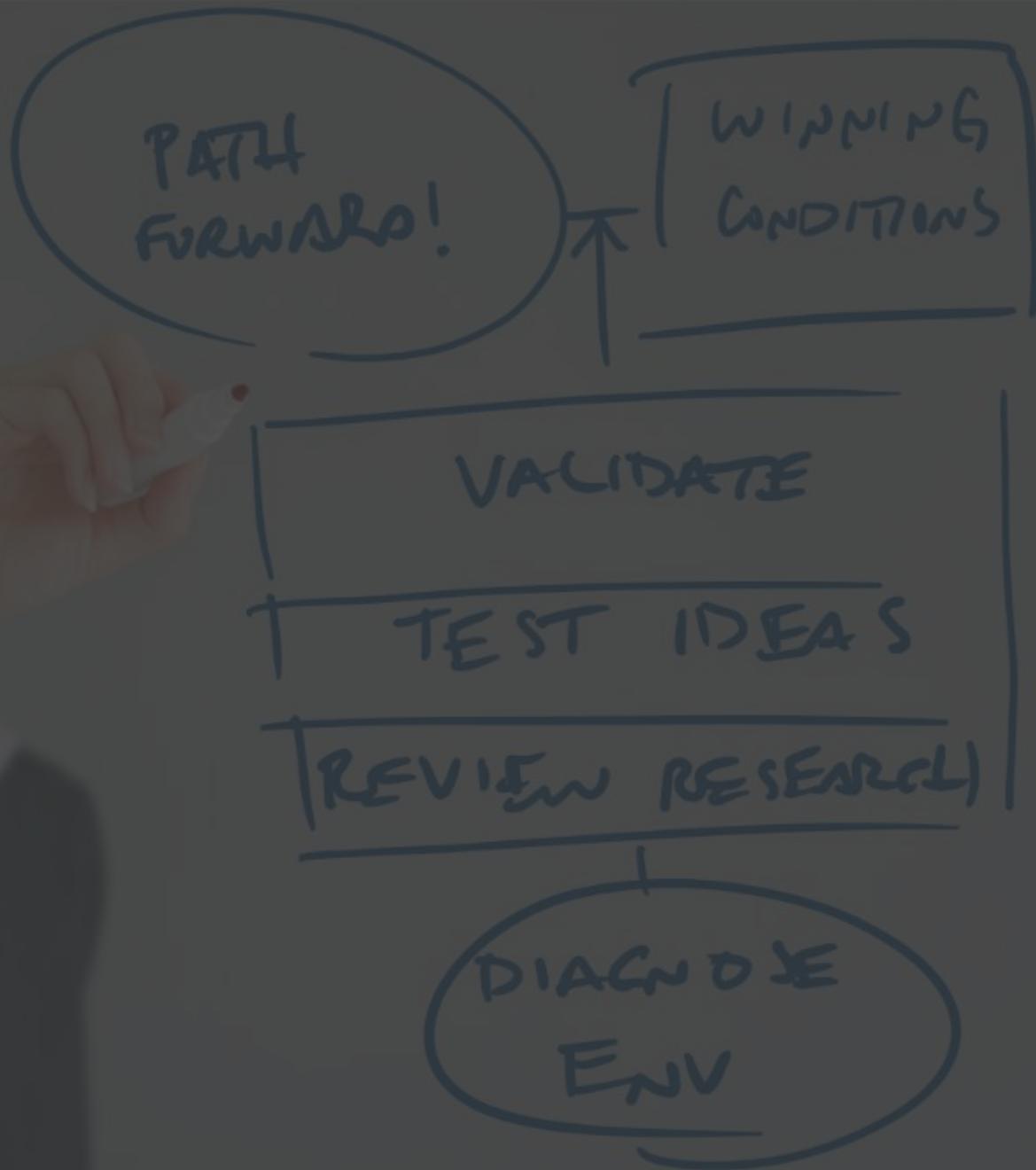
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Nanos conducted an RDD dual frame (land- and cell-lines) hybrid telephone and online random survey of 1,010 Canadians, 18 years of age or older, between November 4th and November 6th, 2024 as part of an omnibus survey. Participants were randomly recruited by telephone using live agents and administered a survey online. The results were statistically checked and weighted by age and gender using the latest Census information and the sample is geographically stratified to be representative of Canada.

Individuals were randomly called using random digit dialing with a maximum of five call backs.

The margin of error for a random survey of 1,010 Canadians is ±3.1 percentage points, 19 times out of 20.

The research was commissioned by the National Maritime Group and was conducted by Nanos Research.

Note: Charts may not add up to 100 due to rounding.

Element	Description	Element	Description
Research sponsor	National Maritime Group	Weighting of Data	The results were weighted by age and gender using the latest Census information (2021) and the sample is geographically stratified to ensure a distribution across all regions of Canada. See tables for full weighting disclosure.
Population and Final Sample Size	1010 Randomly selected individuals.		
Source of Sample	Nanos Probability Panel	Screening	Screening ensured potential respondents did not work in the market research industry, in the advertising industry, in the media or a political party prior to administering the survey to ensure the integrity of the data.
Type of Sample	Probability		
Margin of Error	±3.1 percentage points, 19 times out of 20.	Excluded Demographics	Individuals younger than 18 years old; individuals without land or cell lines, and individuals without internet access could not participate.
Mode of Survey	RDD dual frame (land- and cell-lines) hybrid telephone and online omnibus survey	Stratification	By age and gender using the latest Census information (2021) and the sample is geographically stratified to be representative of Canada. Smaller areas such as Atlantic Canada were marginally oversampled to allow for a minimum regional sample.
Sampling Method Base	The sample included both land- and cell-lines RDD (Random Digit Dialed) across Canada.		
Demographics (Captured)	Atlantic Canada, Quebec, Ontario, Prairies, British Columbia; Men and Women; 18 years and older. Six-digit postal code was used to validate geography.	Estimated Response Rate	Eleven percent, consistent with industry norms.
		Question Order	Question order in the preceding report reflects the order in which they appeared in the original questionnaire.
Fieldwork/Validation	Individuals were recruited using live interviews with live supervision to validate work, the research questions were administered online	Question Content	Topics on the omnibus ahead of the survey content included: views on political issues, views on economic issues, views on traffic and commuting and views on immigration.
Number of Calls	Maximum of five call backs to those recruited.		
Time of Calls	Individuals recruited were called between 12-5:30 pm and 6:30-9:30pm local time for the respondent.	Question Wording	The questions in the preceding report are written exactly as they were asked to individuals.
Field Dates	November 4th to November 6th, 2024.	Research/Data Collection Supplier	Nanos Research
Language of Survey	The survey was conducted in both English and French.	Contact	Contact Nanos Research for more information or with any concerns or questions. http://www.nanos.co Telephone:(613) 234-4666 ext. 237 Email: info@nanosresearch.com.
Standards	Nanos Research is a member of the Canadian Research Insights Council (CRIC) and confirms that this research fully complies with all CRIC Standards including the CRIC Public Opinion Research Standards and Disclosure Requirements. https://canadianresearchinsightscouncil.ca/standards/	Data Tables	By region, age and gender

TECHNICAL NOTE

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Any questions?

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